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Produce Inspection. Produce inspection is entrusted to a board nominated by the Chambers of Commerce, but the Government keeps a tight control by exercising a veto on all important appointments to its staff. The Board's inspectorate has very wide powers of inspection over produce, whether destined for local consumption or for export. No produce to which inspection applies can be sent out of the colony without a certificate of purity.

For this inspection a special tax of 5 francs per ton on ground-nuts and palm kernels, and 20 francs per ton on rubber, is imposed on produce intended for export.

Native Provident Societies. There are 14 Native Provident Societies. Bignona and Ziguinchor have combined, but otherwise there is one to each province. In 1937 they had 1,200,000 members, whose annual subscriptions varied from 2·50 francs to 5·00 francs each, and their expenses were some 25,000,000 francs. They supplied over 44,000 tons of ground-nut seeds to their members.

In earlier days the Sine-Saloum society imported stallions from the Argentine for the breeding of mules, and in 1932 the societies devoted nearly 250,000 francs to the purchase of motor vehicles. In cattle-breeding districts they supply breeding stock and improve water-supply and pasturage. By 1933 it was estimated that the societies had sunk over 1,200 wells, while the society of Thiès had constructed a barrage for irrigation purposes.

In addition to strictly agricultural activities, the Senegal societies help their members by advances of cash, which are made not only to meet failure of crops, but also in cases of individual accident or illness.

Mining

At the end of 1937 the following permits were in force:

Personal licences		4
The Occupation System		
Exclusive licences	10	
Mining licences	32	
Concessions	16	
	—	58
Total		62

Education

The first attempts to educate the natives of French West Africa were made in Senegal, and they were also remarkable for being instituted, not by missionaries, but by the Crown. Colonel Schmaltz

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Dakar

Trade

Imports and Exports. Dakar is the outlet for almost the whole of French West Africa north of the forest. In particular it serves the most fertile and prosperous parts of Senegal and French Sudan. The principal export is, of course, ground-nuts, and others are gold, gum, shea butter, kapok, and hides. Imports include manufactured goods of all kinds, coal, oil fuel, wine, sugar, and flour. In 1937 imports totalled 1,298,700 tons to the value of 763,200,000 francs (£6,134,060) and exports 1,284,300 tons to the value of 572,300,000 francs (£4,599,740). This represents some 40 per cent. of the total trade of the Federation.

Manufactures. In or near the town are brickworks, a brewery, candle factories, charcoal furnaces, ice factories, sisal cleaning plants, sack factories, saw-mills, and factories for extracting ground-nut oil. There are also native handicraft workers. West of the town there are two basalt quarries, which are connected to the harbour by a railway line.

There are several trade unions.

Finance. The Port of Dakar has its own budget. In 1938 this balanced at 10,792,486 francs (£66,212). The principal items of revenue were the dues on the loading and discharge of cargo, which brought in 4,150,000 francs, the dues paid by ships, which brought in 1,566,000 francs, and the charges for the use of port equipment, which brought in 1,115,700 francs. The principal items of expenditure were 4,912,166 francs on wages and salaries of employees and 2,551,770 francs on the materials used in the maintenance of the port.

Description of Port

Anchorages. Outside the harbour there is good anchorage in 10 fathoms. Inside depths are greater, and there is space for a large number of vessels.

Quays and Wharfs. The main basins of the harbour are divided off from Goree bay and Dakar Roads by the North Jetty. This runs south-eastwards from the shore for nearly 1,200 yards and then turns southwards for its last 550 yards. Here are found the oil berths, and at the end of it is a light. Three moles project from the landward side of the main jetty. Behind No. 5 Mole, the nearest to the land, there is a large open space used for storing dumps of ground-nuts (Vol. I, Plate 84). This end of the harbour is a seaplane base, with a hangar on the shore. On the north-west side there are some